

SECRET

25X1

In addition, the orders placed with the Ifa Steering-Gear Plant, Triptis, in 1952, included an order for 2,700 steering gears of design No 2050 for the Frumo Plant, Eintrich, of which 2,000 gears are to be used in filling a reparations order at the plant and 700 gears to be used in filling a government order; and an order for 3,000 steering gears of design No 2050 which had been placed by the IMZ EWA¹,

47-49 Behrenstrasse, Berlin. The proposed use of these gears is not known.

Steering Gear Type No 2109. These gears were to be used in a 6-ton truck of type G-5 which was developed at the Horch Ifa Plant, Zwickau and was to be produced by the VEB Waggonbau Werdau, 70 Greizerstrasse, Werdau/Sachsen (N 52/E 64), starting in 1952. Although 120 of these steering gears were scheduled to be supplied to the Horch Ifa Plant, Zwickau, in 1951, only 35 were delivered. Steering gears scheduled to be delivered to the VEB Waggonbau, Werdau, amount to 1,500 in 1952; 3,500 in 1953; 3,500 in 1954; and 8,000 in 1955. The deliveries are to be made on reparations accounts.

Steering gears for G-5-type vehicles. This G-5-type vehicle is said to be a truck combining features of the H3A and H5 types. Steering gears for these vehicles are to be delivered to the VEB Waggonbau, Werdau, and the Ministry for Machine Construction, Berlin, at the rate of 160 in 1952; 500 in 1953; 600 in 1954; and 600 in 1955.

Steering gears for the "Spinne" machine for reforestation. It is known only that the "Spinne" is to have caterpillar tracks and is to be put into mass production in 1952, either at the VEB Waggonbau, Gotha (N 51/J 06), or at the VEB Waggonbau, Niesky (O 52/A 92). The order was placed by the Main Administration for Vehicle Construction, Berlin. The number of steering gears to be delivered for these machines amounts to 25 in 1952; 25 in 1953; 100 in 1954; and 100 in 1955.

Steering gears for 40-hp wheeled Diesel tractor of the "Activist" type. This tractor was developed by the Horch Ifa Plant, Zwickau, and production was started at the Ifa Tractor Plant, 30c Freiherr vom Stein-Strasse Nordhausen, Thuringia (M 52/D 12), in late 1950. The number of these steering gears delivered is not known.

Steering gears for a new 60-hp caterpillar tractor. This tractor was to be built at the Ifa Tractor Plant, Brandenburg. The type designation of this tractor and the number of such tractors produced is not known.

Steering gears for a new 120-hp caterpillar tractor. This tractor was to be produced by the VEB Waggonbau, Gotha, or the VEB Waggonbau, Niesky. The number of these steering gears produced is not known.

2. The Ifa Steering-Gear Plant, Triptis, also manufactured the following motor vehicle parts which were designed for the "Activist" tractor and delivered to the Ifa Tractor Plant, Nordhausen:

Rear-axle shafts produced from VMS-135 type square steel bar which was allegedly purchased from West German firms. The shafts were to be delivered at a rate of 11,000 per year during the period from 1951 to 1955. However, only 9,000 rear-axle shafts were delivered in 1951.

Rear-axle cones (Hinterachstrichter) to be produced from 2,000 castings furnished in 1952 by the Ueckermuende (N 54/Q 18) Steel Works, 3,000 by the Steel Works of Gossnitz (N 52/J 68) near Gera, and 6,000 by the SAG Frankleben (M 52/D 90) near Borsburg. Rear axle cones are to be manufactured at a rate of 11,000 per year during the period from 1951 to 1955.

Oil pumps and steering columns to be produced at the rate of 5,500 each per year during the period from 1951 to 1955. They are made from gray-iron castings supplied by an unidentified firm in Leipzig.

25X1 3

SECRET

SECRET

- 3 -

25X1

25X1

4. The Ifa Steering-Gear Plant had about 800 employees, about 15 percent of whom were women. Work was performed in three 8-hour shifts.

1. Comment. Not further identifiable.

2. Comment. The Ifa Steering-Gear Plant, Triptis, is the former Bruno Mueller, Eisen- und Maschinenbau, Motor-Aggregate.

The VEB Horch, Zwickau, is no longer affiliated with the VVB Ifa, Chemnitz, but has been made a 5-S-Betrieb priority plant of the Five-Year Plan. The information that the mass production of the 6.5-ton H5 truck was to be started in the VEB Horch Plant in 1952, in addition to the current production of the 3-ton H3A trucks which has been under way for some time, agrees with previous information. The Phaenomen Plant, Zittau, is mainly constructing the "Granit 27" 1.5-ton express truck. No information has been received to date concerning the construction of a 3.8-liter sedan by the Framo Plant, Mainichen. The information that the Brandenburg Tractor Plant, formerly the Brennabor Plant, has been converted to the production of a 60-hp caterpillar tractor confirms a report that the plant would start building a new model KS-62 caterpillar tractor in 1952. The tractor was said to be 3.30 meters long, 1.55 meters wide and powered by a 62-hp Diesel motor. According to other information, the VEB Waggonbau, Werdau, was to receive orders for the construction of a large number of Diesel trucks, allegedly with 120-hp engines. A previous report stated that the 1952 production of the VEB Waggonbau, Gotha, was to include 600 tractors of an undetermined type.

3. Comment. Arado Flugzeugwerke G.m.b.H., Werk Warnemünde.

SECRET